



# National Transportation Safety Board Aviation Accident Final Report

<b>Location:</b>	West Branch, MI	<b>Accident Number:</b>	CHI06CA065
<b>Date &amp; Time:</b>	01/12/2006, 1755 EST	<b>Registration:</b>	N8325H
<b>Aircraft:</b>	Piper PA-28-161	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	4 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

## Analysis

The airplane contacted a deer during a landing roll. The pilot reported that the landing was normal. During the landing roll, she felt the airplane "jerk" to the left. She reported that she was able to maintain control of the airplane on the runway. A passenger in the airplane stated that he saw the deer just prior to it contacting the airplane, but there was not enough time for the pilot to take evasive action. The deer contacted the left wing of the airplane.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: An encounter with a deer during landing.

## Findings

Occurrence #1: ON GROUND/WATER COLLISION WITH OBJECT  
Phase of Operation: LANDING - ROLL

### Findings

1. (C) OBJECT - ANIMAL(S)

## Factual Information

### Pilot Information

Certificate:	Private	Age:	17, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 3	Last FAA Medical Exam:	04/01/2003
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	445 hours (Total, all aircraft), 436 hours (Total, this make and model), 381 hours (Pilot In Command, all aircraft), 101 hours (Last 90 days, all aircraft), 28 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8325H
Model/Series:	PA-28-161	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	28-8116130
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:		Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:		Engine Model/Series:	O-320-D3G
Registered Owner:	David S. Peasley	Rated Power:	
Operator:	Sarah A. Peasley	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	HTL	Distance from Accident Site:	
Observation Time:	1753	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.66 inches Hg	Temperature/Dew Point:	5° C / 1° C
Precipitation and Obscuration:			
Departure Point:	Escanaba, MI (ESC)	Type of Flight Plan Filed:	IFR
Destination:	West Branch, MI (Y31)	Type of Clearance:	IFR
Departure Time:	1555 EST	Type of Airspace:	

## Airport Information

Airport:	Runway Surface Type:
Airport Elevation:	Runway Surface Condition:
Runway Used:	IFR Approach:
Runway Length/Width:	VFR Approach/Landing:

## Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	
Total Injuries:	4 None	Latitude, Longitude:	44.244722, -84.179722

## Administrative Information

Investigator In Charge (IIC):	Pamela S Sullivan	Report Date:	04/25/2006
Additional Participating Persons:	John Beebe; Grand Rapids, MI FSDO		
Publish Date:			
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).